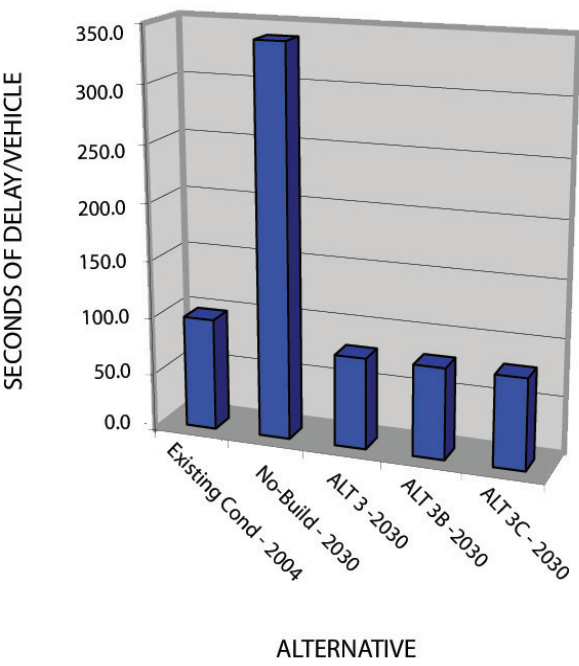


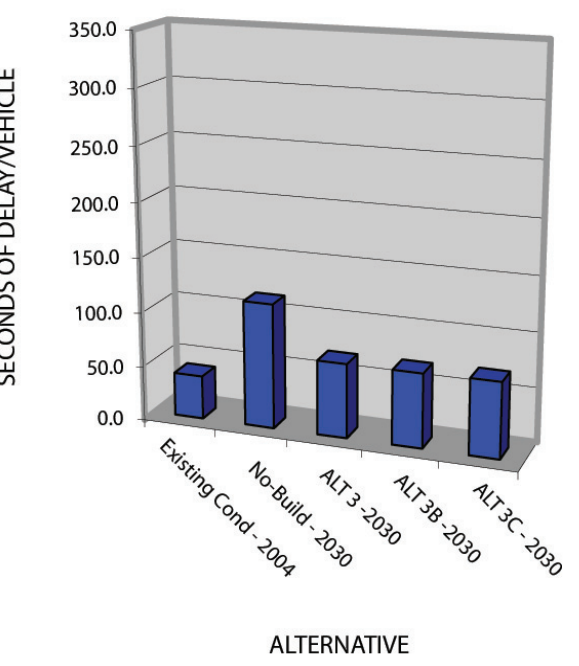
# COLERAIN AVENUE INTERSECTION IMPROVEMENT • HAM-27-6.49

## Alternatives Comparison

COLERAIN/VIRGINIA/WEST FORK INTERSECTION  
AM PEAK HOUR PERFORMANCE



COLERAIN/VIRGINIA/WEST FORK INTERSECTION  
PM PEAK HOUR PERFORMANCE



No Build		Alternative 3		Alternative 3B		Alternative 3C	
"No Build"- Maintain Existing Roads - Required alternative		Realign Virginia Ave opposite West Fork; add double left turn lane on Virginia; add right turn lane on NB Colerain to Virginia		Realign Virginia Ave opposite West Fork; add double left turn lane on Virginia; add right turn lane on NB Colerain to Virginia; add double right turn onto I-74 entrance ramp		Realign Virginia Ave opposite West Fork; add double left turn lane on Virginia; add free flow right turn lane on NB Colerain to Virginia	
Estimated cost = \$0		Estimated cost = \$2.2 million		Estimated cost = \$2.2 million		Estimated cost = \$2.1 million	
Pros	Cons	Pros	Cons	Pros	Cons	Pros	Cons
Requires only maintenance costs.	Perpetuates the existing intersection.	Realigned Colerain/Virginia intersection improves signal phasing.	Impact to business properties in SW quadrant.	Realigned Colerain/Virginia intersection improves signal phasing.	May require Interchange Modification Study & interchange.	Realigned Colerain/Virginia intersection improves signal phasing.	Not as pedestrian friendly as 3 & 3B.
Makes no community or environmental impacts.	Provides no safety improvements.	Improves traffic safety through more efficient operation.	Requires taking tire store in SW quadrant.	Functions similarly to Alternative 3.	Impact to business properties in SW quadrant.	Handles NB right turning traffic better.	Requires taking more of vacant "Mound" lot.
Makes no construction impacts.	Provides no traffic flow improvements.	Makes very minimal environmental impacts.		Makes very minimal environmental impacts.	Requires taking tire store in SW quadrant.	Improves traffic safety through more efficient operation.	Impact to business properties in SW quadrant.
		Affects no residential properties.		Affects no residential properties.	Requires more R/W in SW quadrant than 3 & 3C.	Makes very minimal environmental impacts.	Requires taking tire store in SW quadrant.
		Realigned Virginia/Chase intersection.		Realigned Virginia/Chase intersection.		Affects no residential properties.	
						Realigned Virginia/Chase intersection.	